

Initially, Applicants wish to thank the Examiner for the courtesy extended toward their representative during the personal interview of October 16, 2001. The interview focused primarily on Claim 1 and the art applied to the claims, particularly Murray '142.

In the Office Action, independent Claims 1, 11, 28 and 38 were rejected under 35 U.S.C. §103 as allegedly being obvious over Cline '775 in view of Murray '142. Independent Claim 18 was rejected on the same grounds. Claims 39 and 40 were rejected as allegedly being obvious over Murray '142 in view of Gonser '413. In addition, Claims 2-5, 9, 12-15, 29-32, 36, 42 and 46 were rejected as allegedly being obvious over Cline '775 and Murray '142 as applied above and further in view of Murray '106. Finally, Claims 6-8, 10, 16, 17, 33-35, 37, 43-45 and 47 were rejected as allegedly being obvious over Cline, Murray '142, and Murray '106 as applied above and further in view of Griffin '297. These rejections are respectfully traversed.

Applicants' Claim 1 relates to a navigational system comprised of a display device and logic that simultaneously presents a textual display of an original flight plan and a modified flight plan on the display device.

As discussed at the personal interview, by presenting a textual display of the original flight plan and the modified flight plan simultaneously, the pilot has an opportunity to consider both plans on a single screen before deciding whether to change the flight plan. Figure 7, for example, shows a display device with a textual display showing both the original flight plan and the modified flight plan. The textual display 404 in Figure 7 is discussed, for example, on page 14, lines 1-22.

Independent Claims 11, 18, 28 and 38, also feature simultaneously displaying a textual display of an original flight plan and a modified flight plan. In Claim 39, a navigational

system includes logic that simultaneously presents a textual display of comparative data for an original flight plan and a modified flight plan.

The primary citation to Cline relates to a flight planning system that includes a display device 12 provided in the cockpit. The Office Action acknowledges that Cline does not mention simultaneously display of an original flight plan and a modified flight plan.

The secondary citation to Murray '142 was cited to compensate for the deficiencies in Cline. In Murray '142, a flight management system is disclosed to include an alternate destination planner. As described in column 6, line 47, et. seq., the flight management system can be modified to display a plurality of alternate destinations and the estimated time of arrival and remaining fuel of the alternate destinations. As disclosed, in an emergency the pilot presses the ALTN key 46 on the CDU function keypad 34 to display a summary of alternate destinations (see Figure 2A). Upon pressing the ALTN key, a first screen 50 displays a summary of the nearest alternate destinations (see column 7, lines 1-5). In contrast to Applicants' claimed invention, however, Murray '142 does not teach or suggest, among other features, simultaneously providing a textual display of an original flight plan and a modified flight plan. As discussed above, Murray '142 shows only a plurality of alternative, or modified, flight plans on the display.

Accordingly, without conceding the propriety of combining Cline and Murray '142 in the manner proposed in the Office Action, such a combination still fails to teach or suggest Applicants' claimed invention. Reconsideration and withdrawal of the rejection of Claims 1, 11, 18, 28 and 38 under 35 U.S.C. §103 is therefore respectfully requested.

The secondary citation to Gonser relates to a flight management system and provides a method for time-constrained navigation (TCNAV). Table 1 in Gonser shows a typical flight plan, and Table 2 shows the results of a modified plan with the TCNAV applied. As

understood, however, Gonser does not simultaneously presented textual display of an original flight plan and a modified flight plan.

Therefore, even assuming, arguendo, Murray '142 and Gonser could have been combined in the manner proposed in the Office Action, such a combination still fails to teach or suggest Applicants' claimed invention. Accordingly, reconsideration and withdrawal of the rejection of Claims 39 and 40 under 35 U.S.C. §103 is also respectfully requested.

The tertiary citation to Murray '106 relates to a flight management system for an aircraft. Murray '106 displays an active flight plan (Figure 3A) and a modified flight plan (Figure 3B) but is not understood to simultaneously display a textual display of comparative data for an original flight plan and a modified flight plan. Murray '106 fails, therefore, to compensate for the deficiencies in Cline and Murray '142 with respect to the independent claims. Therefore, the proposed combination of Cline, Murray '142 and Murray '106, even if proper, still fails to teach or suggest Applicants' claimed invention. Accordingly, reconsideration and withdrawal of the rejection of Claims 2-5, 9, 12-15, 29-32, 36, 42 and 46 under 35 U.S.C. §103 is respectfully requested.

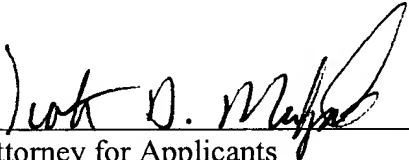
Finally, Griffin relates to a flight management system and was cited for providing logic to delete waypoints and remove them from a modified flight plan. Griffin fails, however, to compensate for the deficiencies in the art as discussed above with respect to Applicants' independent claims. Thus, the proposed combination of Cline, Murray '142, Murray '106 and Griffin, even if proper, still fails to teach or suggest Applicants' claimed invention. Therefore, reconsideration and withdrawal of the rejection of Claims 6-8, 10, 16, 17, 33-35, 37, 43-45 and 47 is respectfully requested.

Accordingly, it is submitted that Applicants' invention as set forth in independent Claims 1, 11, 18, 28, 38 and 39 is patentable over the cited art. In addition, dependent Claims 2-10, 12-17, 19-27, 29-37 and 40-47 set forth additional features of Applicants' invention. As an example, Claim 2 recites that performance data for common waypoints is displayed, Claim 6 recites that the logic designates on the textual display waypoints to be removed, and Claims 8 and 9 recite that a graphical display of the original flight plan and the modified flight plan is simultaneously presented on the display.

Due consideration and prompt passage to issue are respectfully requested.

Applicants' undersigned attorney may be reached in our Washington, D.C. office by telephone at (202) 530-1010. All correspondence should continue to be directed to: William C. Anderson, Honeywell International Inc., 101 Columbia Road, P.O. Box 2245, Law Department AB2, Morristown, New Jersey 07962-9806.

Respectfully submitted,

  
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Attorney for Applicants

Registration No. 32,533

FITZPATRICK, CELLA, HARPER & SCINTO  
30 Rockefeller Plaza  
New York, New York 10112-3801  
Facsimile: (212) 218-2200

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